ABSTRACT

Selective catalytic reduction of NO_x in combustion gases, especially from diesel engines, utilizes a system incorporating an oxidation catalyst to convert at least a portion of NO to NO_2, a particulate filter downstream of the oxidation catalyst, a source of reductant such as NH_3 or urea for injection downstream of the particulate filter, and an SCR catalyst located downstream of the point of injection of the reductant. Considerable improvements in NO_x conversion are observed.